

THE

CHINA



MAIL.

VOL. XXII. No. 1132,



OFFICIAL NOTIFICATIONS.

It is hereby notified that, until further orders, the *Evening Mail*, *China Mail*, and *Overland China Mail* will be the official mediums of all Notifications proceeding from Her Britannic Majesty's Consulate at Canton.

D. B. ROBERTSON,
Consul.British Consulate,
Canton, 16th April, 1866.

It is hereby notified that, until further orders the *Evening Mail*, *China Mail* and *Overland China Mail* will be the official mediums of all Notifications proceeding from Her Britannic Majesty's Consulate at Amoy.

R. SWINHOE,
Consul.British Consulate,
Amoy, 24th April, 1866.

INTIMATIONS.

'CHINA MAIL' OFFICE.

PUBLISHED AT THIS OFFICE,
NO. 2 WYNDHAM STREET,
BACK OF THE CLUB.

A. THE EVENING MAIL.

A DAILY PAPER.

PRICE.—\$2 per Month.
TERMS OF ADVERTISING.—First insertion, Ten lines and under \$1; each additional line, 10 cents. Subsequent insertions, per Week, 50 cents and 5 cents. ("AUCTION" Notices are excepted, for which only one charge per week is made.)

2. THE CHINA MAIL.

WEEKLY PAPER.

(EVERY THURSDAY NIGHT.)
PRICE.—\$15 per Annum; Single Copies, 44 cents.

ADVERTISING.—Same as *Evening Mail*.
THE CHINA MAIL HAS BEEN PERMANENTLY ENLARGED IN SIZE, namely from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hongkong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to Advertisers in this newspaper.

3. OVERLAND CHINA MAIL.

CONSISTING OF 8 FULL PAGES, and containing the articles in the *EVENING* and *CHINA MAIL* with Summary of News and Commercial-Summary.

ONCE-A-FORTNIGHT.

THE MORNING OF THE MAIL'S DESPATCH.
PRICE.—To Subscribers to the Weekly issue, \$6; to Non-subscribers, \$12. Single Copies 30 cents.

ADVERTISING.—The same as in the Weekly. All "NOTICES OF FIRMS" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & Co.

Hongkong, May 17, 1866.

NOTICE.

MESSRS A. SHORTREDE & Co. would draw the attention of parties advertising to the facilities offered by the alterations lately made in the management of the Firm for repetitions in Chinese of Notices respecting Shipping and Mercantile affairs generally.

TERMS FOR ADVERTISING.

For the Current Week.

Translated by Messrs SHORTREDE & Co. for the first fifty characters, beyond that number one cent per character.

It is sent in already translated into Chinese 50 cents for the first fifty characters, beyond that number one cent per character.

Repetitions half-price.

Copperplate Bill Heads and Visiting Cards promptly and neatly executed. Paper and Envelopes embossed with Crests, Initials, &c.

A. SHORTREDE & Co.

"China Mail" Office, Hongkong, January 25, 1866.

NOTIFICATION.

In the Estate of the late JOHN CUFF HARPER, Surgeon, of Whampoa.

ALL PERSONS INDEBTED to the above Estate are requested to make payment, and those having CLAIMS against the same, to send them in for record, to the Undersigned, pending reference to the Executors named in the Will of the deceased.

H. F. HANCE.

Vice-Consul.

British Vice-Consulate, Whampoa, October 1, 1866.

HONGKONG, THURSDAY, 25TH OCTOBER, 1866.

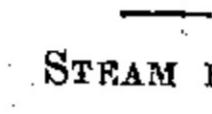
PRICE, \$15 PER ANNUM.

MESSAGERIES IMPERIALES.



COMPAGNIE DES SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

PARQUEBOTS POSTE-FRANCAIS.



STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN,
SUEZ, ALEXANDRIA, MES-

SINA, MARSEILLES.

ALSO,
BOMBAY, PONDICHERRY, MADRAS,
AND CALCUTTA.

THE Departure of the Company's Steamer "TIGRE" is postponed until about 24 hours after the arrival of Steamer "Labourdonnais" from Shanghai.

A. CONIL,
Agent.

Hongkong, October 24, 1866.

NOTICE.

THE following Cases are still unclaimed and are lying in the "Messageries Imperiales" Parcel Room, at the risk and expense of the Consignees, who are requested to take immediate delivery:—

From Bombay.—

N/M, . . . 2 pieces and 1 Bundle Ivory.

From Marseilles.—

Ex "Alphée."

No Address, . . . 1 case Baggage.

L. (in diamond), . . . 1 Case Books.

Ex "Tigre."

E. V. O., . . . 1 Hat Box.

Ex "Imperatrice."

K. & Co., Meyer, . . . 1 case Effects.

J. L. & Co., No. II, . . . 1 do. Glassware.

Ex "Hydaspe."

Address-Mr Emilio Ajeda, 1 Hat Box.

Ex "Donat,"

Address Bulot, . . . 1 Hat Box.

L. T. 221, . . . 1 eas. Baggage.

Y. . . Ex "Cambodge."

Puscole Pustovethy, 1 case Preserves.

M. L. G. I., . . . 1 case Baggage.

Ex "Imperatrice."

1 Parcel Books.

Ex "Tigre."

C.S.F. (in diamond) Nos. 1/11 11 cases

W. (in diamond) Nos. 1/11 Rifles.

T. 77, . . . 1 case Silk.

J. M. 91, 1 case Merch.

N.B. (in diamond) 91, 1 case Merch.

Don Santiago Perez, 1 case Books.

G. Bernard, . . . 1 parcel Samples.

A. CONIL,
Agent.

Hongkong, October 8, 1866.

MISCELLANEOUS.

THE TROPICAL RESIDENT AT HOME.

Letters addressed to Europeans on their Return from India and the Colonies, on subjects connected with their Health and General Welfare.

By EDWARD J. WARING, M.D., F.L.S., &c.

Author of the Manual of Practical Therapeutics.

C. S. F. (in diamond) Nos. 1/11 11 cases

W. (in diamond) Nos. 1/11 Rifles.

T. 77, . . . 1 case Silk.

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A. CONIL,
Agent.

Hongkong, October 8, 1866.

MISCELLANEOUS.

ELLWOOD'S NEW PATENT AIR-CHAMBER HAT.

ELLWOOD'S NEW PATENT AIR-CHAMBER HAT combines the lightness of the Pipe Hat and the softness of a Turban, with the durability, comfort, and numerous other good qualities for which ELLWOOD'S PATENT AIR-CHAMBER HATS have so long been celebrated.

Hats, Caps, Helmets of every description

manufactured at the Works of

J. ELLWOOD & SONS,

Great Charlotte Street, S. London.

CAUTION.—No Air-Chamber Hats or Helmets are

genuine, unless they bear on the lining "ELLWOOD & SONS" name.

Orders through Mercantile Houses carefully shipped.

FIELD GLASSES.—BURROW'S

BINOCULAR FIELD AND SEA GLASSES, finest quality

Indian Mounts £3. 13s. 6d., £6. 6s., & £6. 8s.

Power in proportion to price.

ALUMINUM GLASSES,

EXTREMELY LIGHT, £10. 10s., £14. 14s.,

£16. 16s., £18. 18s.

The Large Glass at £18. 18s. (6 by 5 inches) is

one of the most powerful yet made.

Address, with Remittance.

W. & J. BURROW, MALVERN, ENGLAND.

Or order through M. SMITH, ELDER & CO., or

Messrs GRINDLAY & CO.

Contractors to Her Majesty's War Department.

Wholesale only.

CAUTION.—BURROW'S Glasses bear their

Name and Address.

MISCELLANEOUS.

BENSON, J. W., by SPECIAL APPOINTMENT to H.R.H. the PRINCE OF WALES.

BENSON, J. W., by SPECIAL APPOINTMENT to H.H. the MOHAJAH OF BURDWAN.

BENSON'S STEAM FACTORY for CLOCKS and WATCHES, 58 and 60, Ludgate Hill.

BENSON, J. W., 99, Westbourne-grove, and 25, Old Bond Street.

BENSON, J. W., MAKER of the GOLD CASKET presented by the City of London to H.R.H. the PRINCE OF WALES.

BENSON, J. W., MAKER of the GOLD CASKET presented by the City of London to H.R.H. PRINCE ALFRED.

BENSON, J. W., PRIZE MEDAL, LONDON, Class 33.

BENSON, J. W., PRIZE MEDAL, DUBLIN, Class 10.

BENSON, J. W., MAKER of the CHRONOGRAPH by which the TIME is TIMED.

BENSON, J. W., MAKER of the GREAT CLOCK of the EXHIBITION, 1862.

BENSON'S Watch Pamphlet, illustrated, on every construction of Watch, with their prices.

BENSON'S WATCHES are sent to all parts of the World safe by post.

BENSON'S WATCHES,—Gold and Silver at 200 to 2 Guineas, in all sizes, from half to 3 inches diameter.

CHARLES MACLINTOSH, Agent N. C. Insurance Company, Hongkong, October 11, 1866.

NOTICE OF REMOVAL.

BENSON'S Watch Pamphlet, illustrated, on every construction of Watch, with their prices.

BENSON'S WATCHES are sent to all parts of the World safe by post.

BENSON'S WATCHES,—Gold and Silver at 200 to 2 Guineas, in all sizes, from half to 3 inches diameter.

CHARLES MACLINTOSH, Agent N. C. Insurance Company, Hongkong, October 11, 1866.

NOTICE.

ON and after the 12th October 1866, the Business of the NORTH CHINA INSURANCE COMPANY will be carried on at their Offices in the New Premises, Queen's Road, adjoining the Bank of Hindustan, and opposite to Messrs Turner & Co. and the Borneo Company Limited.

CHARLES MACLINTOSH, Agent N. C. Insurance Company, Hongkong, October 11, 1866.

NOTICE.

I HAVE this day retired from the Business heretofore carried on by me in favor of my Nephew Mr JOHN STEWARD LAPRAIK.

JOHN S. LAPRAIK.

Hongkong, July 2, 1866.

NOTICE.

WITH reference to the above, I have admitted as Partner Mr ALEXANDER McGlashan HEATON, and the Business will hereafter be conducted under the Style and Firm of DOUGLAS LAPRAIK & Co.

THE CHINA MAIL.
PUBLISHED WEEKLY.
HONGKONG, THURSDAY, 25TH OCTOBER, 1866.

BIRTHS.

At No. 2 West Terrace, Hongkong, on the 19th Oct., the Wife of Mr. W. Andrews, Commandant P. & O. Co., & Son, a Daughter, at Ribston Hall, Yorkshire, the 24th August, at Ribston Hall, Yorkshire, the Wife of JOHN DEN DENT, Esq., R.P., of a Daughter.

At Hongkong, on the 1st October, the Wife of O. HOFFMAN BUREAU, of a Daughter.

MARRIAGE.

On the 25th August, at Spennithorne, by the Lord Bishop of Ripon, assisted by the Rev. Albert van Straaten, BENNETT, WILLIAM CHARLES, of York Castle, son of Durham, Capt. M. A., younger daughter of Lieut. Colonel and the Hon. Mrs. VAN STRAATEN, of Spennithorne, Yorkshire, and niece of Lord WALTER STRAATEN, of Spennithorne.

At Hongkong, on the 1st October, the Wife of O. HOFFMAN BUREAU, of a Daughter.

DEATHS.

On the 4th September, suddenly, at his residence, Durlington Lodge, Surbiton, WILLIAM ANDREWS, BOWBA, late of Hongkong, China, in his 30th year, Captain of the Royal Engineers, late Inspector General of Imperial Maritime Customs, China, eldest son of Henry Mart, BARON ANDREW ANDREWS, of Surbiton, the eldest daughter of the late Admiral Sir Andrew, R.D., late of the Royal Navy, and Dowager Countess of Surbiton.

On the 5th September, at St. Barnabas, South Kensington, by the Rev. J. Wallis, M.A., now G. Thomas, curate of Old Stockwell, to ERIC EVAN, second son of the late Crawford Kerr, of Hongkong, China, and London.

SUMMARY OF NEWS.

THERE is no news from the North to record. People are anxiously waiting to hear the result of the late gale on the coast, and it is feared that several vessels have foundered. The arrival of the English Mail on the 23d, put an end to the slanderous reports in circulation respecting the Oriental Bank whose managers will we hope take measures to detect the first starters of the scandal.

We are glad to learn that H. E. the Governor has consented to become Patron of the Hongkong Rifle Association. The President and Committee waited on the Governor on Saturday (as per appointment), and were most kindly received. Their request was at once acceded to, and Sir Richard MacDonnell affixed his name to the list of members. His Excellency stated that he approved highly of the objects of the association, and promised his warm support to the furtherance of its interests. We learn that an official letter will be addressed to H. E. with reference to the Kowloon range and also as to the housing and protection of the association's marks and property. Meantime a survey is to be held on the Hongkong side to ascertain whether a suitable short-range can be found.

Altogether it may safely be said that a most favorable beginning has been effected and doubtless the association will prosper.

A wrong notion prevails among several people in regard to this movement. Of course there will be prize meetings and practice days, when certain rules must be observed, but its main object is that of giving gentlemen who like rifle shooting the opportunity of indulging in the amusement whenever it suits them, and always finding the wherewithal to make the practice pleasant, viz., proper targets, ranges, markers, &c. This will doubtless popularize the scheme, and in spite of the dislocation of the Volunteer Corps, Hongkong may yet be able to boast a corps of amateur marksmen who will compare favorably with those of other Colonies.

The public of Hongkong have been pleased to learn that arrangements for a performance by the members of the Dramatic Society are so far definitely decided on that the new theatre at the Portuguese club has been engaged for the purpose. The performance will come off very shortly.

W. H. Deane Esq. has entered on the Office of Superintendent of Police, vice Captain Quin, who will shortly take a trip to Japan for the benefit of his health.

It is understood (says the *London and China Express*) that the Agra and Matarman's Bank have received favourable accounts from the Hongkong branch. It appears that, provided no unlooked-for obstacles are interposed, the manager feels confident he can close all the accounts without a single bad debt, and probably without the loss of a single dollar. The liquidation of the Shanghai branch is likewise expected to be satisfactorily carried through.

Considerable surprise has been expressed in home commercial and legal circles at the action taken by some creditors in Hongkong against the Commercial Bank Corporation, and more especially at the decision of the judge of the Supreme Court in deciding that the creditors were not bound to respect the authority of the Court of Chancery, into whose custody the head office in London had been placed. We think this a most injurious decision, and one that will inflict an injury on the claimants themselves, for in a few days after that decision full powers would arrive, and the attempt to obtain an unfair advantage would simply result in the loss of the legal expenses incurred. We think the creditors were also mistaken as to the nature of the assets.

We understand that the bank's vaults were nearly clean swept, and that the assets consisted of Title deeds, &c.

Complaints are made of the non-delivery of telegraphic despatches forwarded by the Kiangtung route to Shanghai. The homeward ones take 22 to 30 days, and are sometimes quite unintelligible. The line has also been used by some unscrupulous persons to transmit false news. A notable instance of this has just occurred.

The blowy weather on Saturday and Sunday has done some little damage to the sea wall of the Praya but not enough to be considered serious. Here and there the roadway has given way a little, being apparently undermined by the action of the water washing through the carelessly mortared stones and in one or two places the granite itself has been washed away. Several native boats have suffered, and some have been stove in. A few lives have unfortunately been lost. The tide on the 22d was unusually high and it is a singular fact that on the same date last year the same rise took place. At Macao, two vessels drifted from their anchorage. One of them, recently under the British, at present sailing under the Russian flag, called the *Aeon*, was carried out to sea and went ashore some distance below Macao, and was subsequently brought in by the steamer *White Cloud*, which was chartered for the purpose. She had nearly completed taking in her number of passengers for Havana. The other craft, a French one, the *Sagittaire*, with a full complement of coolies, also drifted and has not yet been heard of. We may also mention that of the three Dutch vessels that left this on Friday or Saturday last for Macao, one is said to be still missing.

We regret to hear of the loss, in Gaspar straits, of the tea ship *Ellen Roger*, a well known clipper in the China trade. The casualty occurred on the voyage from Foochow to London, with a full cargo of tea. The hull and so much of the cargo as could be saved, were sold by public auction as the property lay, "for the benefit of whom it may concern." The cargo was insured in the local office, who will consequently be heavy losers.

The *Foochow Advertiser* of the 10th says—"The non-appearance of the *Gresham*, which left Hongkong some time back, leads us to entertain fears of her safety. She was last seen 6 days after leaving Hongkong. Such a matter is no doubt but of trifling importance to the community of Hongkong but is of very considerable importance to the Commander, officers, and crew of that vessel, as a misstatement respecting the loss of the *Osprey's* boat. Such a matter is no doubt but of trifling importance to the community of Hongkong but is of very considerable importance to the Commander, officers, and crew of that vessel, as a misstatement respecting the conduct, whether wilful or not, is calculated to do them harm; while as serving in H.M. Navy they are precluded from writing to the press respecting any accusations brought against them." The *Daily Press* commences its account of what occurred after the *Shooey leen's* boat got adrift by a misstatement. Its account runs as follows:—

"This [the fact of the *Shooey leen's* being adrift] being observed from the *Osprey*, the second cutter was sent to the gig's assistance, under charge of the sailing master, with ten men. The cutter being unequal to their object, so another gig (the 1st) was sent from the *Osprey* with a couple of small lawyers veered astern so as to relieve the 2d gig from her heavy pull. This boat being unable to bring up, the first was in turn assisted by the 2d cutter of H. M. S. *Osprey* manned by 12 of the best men of the ship and commanded by F. B. Christian, master. This boat was provided with another hawser to attach herself to the 1st gig and went after the boats. The wind increased and also the sea, and it is presumed that the boats were unable to make head against it. On finding that the boats did not return the *Osprey* hauled up the 1st Gig, got under weigh, and cruised to leeward in search of them during the 8th, 9th, and part of the 10th instant, but without success, although every means was used to make herself known, guns being fired and rockets and blue lights shewn at the next mail.

We learn that the Governor General and Hoppy of Canton have, after much consultation, issued a notice that no duty (save the war tax) shall be collected on opium at Shiklung for the next three years. We are not informed of the reason of this remission of duty, but should fancy that it will unfavourably affect the interests of British and other merchants who are not permitted to trade there.

The Canton races are to come off on the 20th December. The entries are to be sent before 5 p.m. on Wednesday, December 12, to Mr. Geo. S. Laurence, clerk of the course.

Captain Noelke, of the Prussian three masted schooner *Vampyr*, recently from the Solo group, situated between Borneo and the Philippines, has brought from the Solo Sultan, a communication, in the shape of a large Document, enveloped in silk. What this Epistle purports we are not prepared to state, but it is supposed to convey a proposition to King William I. to assume the powers of Royalty over the Sultan's domains, inasmuch as the Soloones are tired of the control at present exercised by the Spaniards over them. The document in question is to be transmitted to Berlin. Captain Noelke has in his possession several large pearls of more or less value from the said Islands, the banks in the vicinity of which are well known to contain numbers of those precious productions.

By a paragraph in the *Daily Press* we learn that all the Europeans resident at Tai-wan-fa behaved with the utmost kindness to the shipwrecked sailors who were thrown upon their hands after the late typhoon off the Formosa coast. The *Press* was particularly requested by one of those who suffered at the time to do them honor publicly, by recording their bountiful hospitality.

AN UNFOUNDED CHARGE.

It is with extreme regret—a regret which we are sure our readers will understand—that we are compelled, from time to time, to correct the views put forth by our contemporary the *Daily Press*. The misfortune of journalism in a small colony is that from the scanty number of publications a section of the community are often obliged to look to one paper only as the exponent of its views; hence those phrases which in England may be used to soften the asperity of newspaper discussion are here unknown, for until very lately Hongkong boasted of only two papers—important no doubt from representing the interests of a large number of foreigners not in Hongkong alone but at the adjacent ports. The fact, however, that local journalism flows in so few channels, renders it impossible to speak of the liberal press or the conservative press, or to use in fact general terms at all. When fallacies are put forth, they must be contradicted with direct reference to the paper in which they appear. It is no use stating that the radical papers publish trashy commercial intelligence, that the opposition papers run down Government measures, or to point out that the organs of the mob are deficient in argumentative power, in lucid reasoning, or in fair comprehension of political questions. If such charges are to be made they must, in Hongkong at least, be made direct, and hence in our late exposure of the want of political foresight—the ignorance of treaty agreements—the want of commonly English feeling, as displayed in the late article on the Korean murders, &c., &c., we have been obliged to point out the *Hongkong Daily Press* by name. From the recent advances of telegraphic science, there is no great cause for surprise. But we must confess to no small astonishment at finding men like Dr Macgowan, and the Count de Lauture, who as special telegraphic agents in their respective countries, might be supposed to have an intimate acquaintance with their subject, devoting time and labour to producing a system of telegraphing the Chinese character which, in the case of Count de Lauture, embraces a vocabulary of 1,300 symbols.

Autographic telegraphy, as now practised in Italy, presents a solution so simple of this so-called difficulty that we cannot imagine how it has escaped the notice of those gentlemen. We are of course able to judge only by the published reports, but in none that we have hitherto seen, is anything said of autographic telegraphy. Should the idea of a coast telegraph be adopted in China, it would thus be placed at the service of the Chinese, who would avail themselves to no inconsiderable extent of the advantage it would give them in commercial transactions, and would probably form the chief support of any company which might be formed to carry out such a scheme.

Many of our readers will doubtless, however, ask "what is autographic telegraphy?" We will endeavour to explain the system as clearly as possible, first of all by describing what is accomplished, and then by giving a description of the means employed.

Autographic telegraphy is simply the transmission of a *facsimile* of a person's handwriting from one telegraphic station to another. If, for instance, one draws a *facsimile* can within a few minutes of its being handed to the telegraphic agent at Hongkong, be produced at any other place in telegraphic connection therewith. Should a Chinese indite an epistle the same result will follow, as by this extremely ingenious process no possible character presents any difficulty whatever, and a paper covered with the most fantastic dots and dashes can be as easily reproduced as if written in a round text hand. We will now endeavour to describe the means used to accomplish this end.

Let the reader imagine two machines resembling, as to their motive power and general look, a pair of musical boxes, with the exception of possessing no musical comb, nor of course any of those minute studs which strike the teeth—each in fact containing a long smooth barrel, and each timed to revolve with chromometric exactness, the circumference of two barrels passing any given point in precisely the same time. The barrel (for we will now confine ourselves to one, the other being a *facsimile* in every respect) is placed in connection with the galvanic battery which gives the transmitting force, and no connection between the two ends of the line can take place except through the surface of the cylinder, against which a fine metal point connected with the telegraphic wire is constantly pressing in gentle contact.

To make ready a message for transmission it has to be written with metallic ink or pencil upon peculiarly prepared paper, the surface of which, except at the parts touched by the ink, is a non-conductor of galvanic electricity. The paper is then placed tightly upon the cylinder, forming as it were its outer skin. The pencil, or metal point previously spoken of, moves, it must be premised, along the circumference of the cylinder when set in motion, by the action of an extremely fine screw, so that it describes upon it a spiral line; but so fine is the screw which works it that the result appears to the naked eye much as do the lines in a first rate engraving. The cylinder being set in motion, the writing thus passes entirely under the metal point which traverses the length of the barrel, and electric communication has consequently been permitted between the cylinder and the point whenever the writing has been between the two, it being shut off when the unmarked portions of the paper have come into the same position. It will thus be evident that a series of galvanic currents through which the foreigner which will probably result in bloodshed when the whole of China is nominally thrown open to the merchants of the west. These men it is who disgrace the Portuguese settlement of Macao, the authorities of which, desirous as they may be to purge it from the scandals which have so long attached to its name, are powerless for good so long as this state of things continues.

The Macao Government has yet one resource—to make the employment of cramps a crime of magnitude, and it at least will have done all that is in its power. But we do not believe that a mere enactment will suppress this disgrace to the port. Nothing but the willing co-operation of the emigration agents themselves will cure the evil; and this, as it must, cause them considerably pecuniary loss, we can hardly hope for.

Now any person with the slightest comprehension of nautical matters would be aware that in thick weather and with a heavy sea on, a boat is lost sight of in a very short time, especially towards dusk, but our contemporary after being aware that the *Osprey* took every possible trouble to pick up her boats says—

Now the reader must understand that the boats were being blown away from the shoal, not on to it, and therefore had the *Osprey's* anchor been weighed, she would naturally have taken the same direction as the boats, and have afforded them speedy relief—because, as they were being pulled she would have drifted much faster than they. True, darkness set in before all hopes were abandoned of the boats reaching the ship, but even so, the *Osprey* could have got her steam up, and by firing guns, rockets, and blue lights, the boats could have been seen where to pull to. The conduct of the commander of the *Osprey* seems in

explicable, and although we do not envy his feelings, during that anxious night, still there should be some satisfaction accorded to the naval service, and to the public for what appears reprehensible apathy.

The line of conduct he recommends is precisely that followed by the *Osprey's* Commander, and yet "his conduct seems inexplicable," says the *Press*. We attribute nothing but ignorance of the facts to the writer, but verify if he cannot take more care to make himself acquainted with facts before pointing out alleged shortcomings, he had better refrain in future from attempting to damage the reputation of men who are honorably distinguished for those qualifications of thorough seamanship and humanity which are happily so characteristic of the officers and men in Her Majesty's Navy.

TELEGRAPHY IN CHINA.

NUMBERS of articles have been written, numbers of speeches and lectures have been delivered, on telegraphic communication with and in the far East, most of which harp upon the one great difficulty (as it is considered) of transmitting messages in a language destitute of an alphabet, and which except by the substitution of arbitrary signals for words, or the use of a signal Lexicon, too voluminous for use with anything like passable rapidity, is apparently incapable of being used for telegraphic purposes. When we read of these supposed difficulties, as set forth by persons who cannot be expected to have an intimate knowledge of the recent advances of telegraphic science, there is no great cause for surprise. But we must confess to no small astonishment at finding men like Dr Macgowan, and the Count de Lauture, who as special telegraphic agents in their respective countries, might be supposed to have an intimate acquaintance with their subject, devoting time and labour to producing a system of telegraphing the Chinese character which, in the case of Count de Lauture, embraces a vocabulary of 1,300 symbols.

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Many of our readers will doubtless, however, ask "what is autographic telegraphy?" We will endeavour to explain the system as clearly as possible, first of all by describing what is accomplished, and then by giving a description of the means employed.

Autographic telegraphy is simply the transmission of a *facsimile* of a person's handwriting from one telegraphic station to another. If, for instance, one draws a *facsimile* can within a few minutes of its being handed to the telegraphic agent at Hongkong, be produced at any other place in telegraphic connection therewith. Should a Chinese indite an epistle the same result will follow, as by this extremely ingenious process no possible character presents any difficulty whatever, and a paper covered with the most fantastic dots and dashes can be as easily reproduced as if written in a round text hand. We will now endeavour to describe the means used to accomplish this end.

Let the reader imagine two machines resembling, as to their motive power and general look, a pair of musical boxes, with the exception of possessing no musical comb, nor of course any of those minute studs which strike the teeth—each in fact containing a long smooth barrel, and each timed to revolve with chromometric exactness, the circumference of two barrels passing any given point in precisely the same time. The barrel (for we will now confine ourselves to one, the other being a *facsimile* in every respect) is placed in connection with the galvanic battery which gives the transmitting force, and no connection between the two ends of the line can take place except through the surface of the cylinder, against which a fine metal point connected with the telegraphic wire is constantly pressing in gentle contact.

To make ready a message for transmission it has to be written with metallic ink or pencil upon peculiarly prepared paper, the surface of which, except at the parts touched by the ink, is a non-conductor of galvanic electricity. The paper is then placed tightly upon the cylinder, forming as it were its outer skin. The pencil, or metal point previously spoken of, moves, it must be premised, along the circumference of the cylinder when set in motion, by the action of an extremely fine screw, so that it describes upon it a spiral line; but so fine is the screw which works it that the result appears to the naked eye much as do the lines in a first rate engraving. The cylinder being set in motion, the writing thus passes entirely under the metal point which traverses the length of the barrel, and electric communication has consequently been permitted between the cylinder and the point whenever the writing has been between the two, it being shut off when the unmarked portions of the paper have come into the same position. It will thus be evident that a series of galvanic currents through which the foreigner which will probably result in bloodshed when the whole of China is nominally thrown open to the merchants of the west. These men it is who disgrace the Portuguese settlement of Macao, the authorities of which, desirous as they may be to purge it from the scandals which have so long attached to its name, are powerless for good so long as this state of things continues.

The Macao Government has yet one resource—to make the employment of cramps a crime of magnitude, and it at least will have done all that is in its power. But we do not believe that a mere enactment will suppress this disgrace to the port. Nothing but the willing co-operation of the emigration agents themselves will cure the evil; and this, as it must, cause them considerably pecuniary loss, we can hardly hope for.

Now any person with the slightest comprehension of nautical matters would be aware that in thick weather and with a heavy sea on, a boat is lost sight of in a very short time, especially towards dusk, but our contemporary after being aware that the *Osprey* took every possible trouble to pick up her boats says—

Now the reader must understand that the boats were being blown away from the shoal, not on to it, and therefore had the *Osprey's* anchor been weighed, she would naturally have taken the same direction as the boats, and have afforded them speedy relief—because, as they were being pulled she would have drifted much faster than they. True, darkness set in before all hopes were abandoned of the boats reaching the ship, but even so, the *Osprey* could have got her steam up, and by firing guns, rockets, and blue lights, the boats could have been seen where to pull to. The conduct of the commander of the *Osprey* seems in

explicable, and although we do not envy his feelings, during that anxious night, still there should be some satisfaction accorded to the naval service, and to the public for what appears reprehensible apathy.

The line of conduct he recommends is precisely that followed by the *Osprey's* Commander, and yet "his conduct seems inexplicable," says the *Press*. We attribute nothing but ignorance of the facts to the writer, but verify if he cannot take more care to make himself acquainted with facts before pointing out alleged shortcomings, he had better refrain in future from attempting to damage the reputation of men who are honorably distinguished for those qualifications of thorough seamanship and humanity which are happily so characteristic of the officers and men in Her Majesty's Navy.

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SERVED CENSURE.
Dalzell ought, in strict con-
sideration, to provide himself with
a boarder a salt-junk for
search, must be granted, but
the circumstances in the case heard
by the Police Court that might
have operated to prevent the
incensed upon him by the
practice of home police courts
closely followed by the Hong-
kong dealing with Chinese cases.
He is frequently a law unto
himself, and creates precedents in his ad-
vocacy of justice that would be ex-
tremely inconvenient if permitted to rule
as it may be tolerated
to Chinese offenders or litigants
under European justices. Sergeant
Dalzell has been allowed to exercise
retention in the case to which he was complained to him at
night—an hour when all
men had been kidnapped
on board a junk at Sow-kew,
popularly supposed to be the
place where Sergeant Dalzell, actu-
ally by laudable desire to do
good towards exterminating
European constables with the
make-enquiries on board the
constable's entrance was resis-
tant, brandishing spears and flourishes
in terror. This playful
act was reported to Sergeant
Dalzell, who very properly turned out all
the stink pots and two
pavilions, and went with them to
see what he met with no better suc-
cess than he had achieved. He
was a policeman, that he
had been in a police boat; but
this did not mollify the crew,
and their constitutional rights,
and his Myrmidons, and vo-
luntary declaration of their belief that
their ways were as piratical as other
European's.

all deference to the Magistrate,
these as peculiarly suspicious
that justified Sergeant Dalzell's
subsequent conduct. He re-
tired, and gained peaceful
asylum in a junk, and finding on board
a stink pot and six pounds
of gunpowder properly brought certain of
them for the bench to give an ac-
cuse. In view of all the circum-
stances—the defiance of police
the contumely lavished upon
something beyond the usual pursuits of simple traders
the discovery on board of pirates
and other arms—inappre-
hension before the bench Ser-
geant Dalzell acted discreetly, and, as we
conduct, he deserves commendation
for his promptitude, rather than
over-cautiousness. The magistrate censured
them before addressing them, for
they addressed to the police,
might have conveyed a more re-
markable character to even European
but his worship was unfor-
tunate on that head—a fact which the
large regret, while they refuse to
concur in Sergeant Dalzell.

MUNICIPAL GOVERNMENT.

The establishment of a Municipal Council in Hongkong was the subject of a leading article in this journal on the 2nd instant, and it is gratifying to find from the Press of Friday morning that this is a matter on which we may cooperate for the attainment of a common object. We remarked, "The useful purposes that such a Council might serve are many, and we really believe that its establishment would prove beneficial to the city." Our contemporary says, "the council would not interfere with anything in the nature of political action; the Colonial Office at home might feel the colony just as much in the hollow of its hand as it is now. All that would be changed would be this: that while the Home Government would feel itself as well able as before, to direct the influence of the colony on large political objects, in any manner it should please, it would know that the colonists had such bridges, roads, drains, and piers as they desired, and were paying for them in the way most convenient to themselves." With such delightful unanimity as this, it would be a pity to procrastinate. There is no great public question to agitate the community just now. Some months must elapse before the result of the anti-Stamp-Act-movement becomes known; and we do not see that the interval could be more profitably employed than in endeavouring to relieve the general government of its purely municipal functions.

Very much can be said in support of such a proposition. Indeed, the ordinary platiades about municipal self-government will be found to apply with unusual force to the circumstances and position of Hongkong. It can never be other than a crown colony; but the facts which render that condition inevitable are precisely those which tell in favour of direct municipal administration of its internal affairs. A mixed population such as we have, necessarily migratory and ever-changing, can never be influenced by the patriotic feelings that constitute the chief bond of union between Great Britain and its colonies in other hemispheres; and "by the same token," there is much indifference among them as to their municipal obligations—a place for which they have no permanent attachment. That these obligations ought to be observed is unquestionable. It is also true that the city of Victoria has outgrown the limits within which it is possible for the existing form of government to exercise satisfactory municipal control—either in respect of expenditures for purely municipal purposes, or in the administrative working of measures by which the highest sanitary, social, and moral condition of large towns is attained. The question is one capable of being rendered practically useless to him, and handed over to another power the entire source from which the trade of Labuan is derived; thus gratifying at one stroke both of his ruling passions, his aversion, and his hate of the interlopers.

The Government of Borneo may now be styled an oligarchy, for the sultan dares not take any important step without the advice and counsel of his council which consists of the Pangeran Bandhara or Minister of State (now vacant); the Pangeran De Gadong or Minister of the Treasury; the Pangeran Pamancha or Minister of Affairs; and the Pangeran Tumonggong or Minister of War and the Admiralty. This latter post though lowest in rank nominally, is really the most important. Sabithul Bolk, its present occupant, is a son of the late Sultan, and a shrewd, wily, statesman; he is a fine looking man aged about 40, with a massive head, and intelligence and shrewdness imprinted on his face and flashing from his eyes. The present Sultan having no male children, he is the presumptive heir to the throne, and being deservedly popular with the inhabitants of the city, and the Muruts and Bisayans of the country districts, and liked by all foreigners who have ever visited the place, his succession will probably be unopposed. No document emanating from the government of Borneo is considered binding upon them unless it bears in addition to the Sultan's seal those of two at least of his ministers.

Slavery exists in Borneo, but in a very mild way, as it is ever found among Mahometans. In this respect the Moslem religion fairly puts the Christian to the blush. It has of course been abolished in Sarawak and Labuan and will doubtless soon be in Ambon and Maroou.

Borneo is of the finest description and can be procured at a very small expense, in unlimited quantities—the entire demand of all China might be readily satisfied from this source alone on far easier terms than those from any other quarter. Space does not permit our now giving further particulars on this interesting subject but we shall continue it in future issue.

THE "ORISSA" IN THE LATE GALES.

The following letter has been addressed to the Captain of the *Orissa* by the undersigned passengers:

HONGKONG, 23rd October, 1866.

DEAR SIR.—We, the undersigned passengers on board the Peninsular and Oriental Steam Navigation Company's steamer *Orissa*, of which you were the commander on her voyage from Point de Galle to Hongkong, desire before parting from you on arrival at Hongkong, to express to you the high sense we entertain of the value of the services rendered by you to us during the two typhoons which succeeded each other on the 15th and 21st instant off the coast of China, and moreover we wish to testify to you our respect and admiration for your prudence and skill in avoiding the dangers which seemed to beset the vessel.

We beg to add our appreciation of the conduct of the officers and crew under your command during the voyage.—We are dear sir, your truly,

José Maria de Ponte Horta, Governor of Macao.

John Smith, Chief Justice of Hongkong.

Charles Sinclair, H. B. M. Consul, Foochow.

Captain Hartman.

Captain Adams, H. M. 2nd and 20th Regiment.

H. Maxwell, Surgeon Royal Navy.

R. McMorris, Asst. Surgeon Royal Navy.

Henry F. Holt, H. M. C. S. China.

James P. Dunstan, A. Cry.

Henry Beveridge, L. Rizif.

J. R. Hunt, Messrs Verlinde.

W. Schmidt, Thys.

J. Grant, Guisset.

J. Meyer, Meyer.

C. Morland Kerr, Nesswunjee.

Wm. Macfieken, Franjee Sorabjee.

A. Warwick, Fazal Jewraz.

Richard B. Phillips, R. Dadaboy.

Jos. T. Hudson, J. Mahmood.

William Smale, M. Keltse.

T. Probst, O. A. Brandt.

C. Stannam, Mont. Frasenback.

C. B. Watson, John Abbe.

Dom J. Z. da Silva Lobo.

MISCELLANEOUS NEWS.

We have received a very interesting paper from the *Gazette* of Saturday containing a long list of "dead letters" which have been returned from the General Post Office in London, and other places, for various reasons assigned upon them, the writers of which can obtain them on application at the Hongkong Post Office.

The effect of the Stamp Act Memorial on the Colonial office may be anticipated from the following extract from a despatch addressed by Mr Cardwell to Sir Hercules Robinson in Nov. 1864:—"With regard to the complaint of the memorialists that they are very heavily taxed, I would remind you that in Singapore, a settlement which in many respects bears a close analogy to Hongkong, the rate of taxation in 1861 was 21s. 1d. per head, and in that year it was found necessary to impose a stamp tax on the community, which is of a much less wealthy character than that of Hongkong. The imposition of that tax produced none of those disastrous results which you anticipate from the introduction of fresh taxes in Hongkong." So all the "fine frenzy of the memorialists will, as we have predicted, prove utterly useless. "Suppose for instance," says our neighbour only this morning, "what respect for Lord Carnarvon does indeed compel us to regard as a supposition of a wilfully improbable nature, but suppose that the Stamp Act should meet with the approval of the Home Government, and the whole fate of Hongkong trade should be imperilled." The *Press* must prepare itself to surrender respect for the present Secretary for the Colonies. Carnarvon and Cardwell will be identical in approval of so equitable a measure of taxation as the Stamp Act.

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the embassy has been offered to Lord Stanhope. The French troops are preparing to evacuate Mexico. A change, favourable to President Johnson's policy, is likely to take place in the American Cabinet. The negotiations with Saxe-Meiningen for its entry into the North German Confederation are broken off. A submarine telegraph is in course of being constructed between England and the coast of Hanover. The supposed cause of M. Drouyn de Lhuys' resignation is much discussed in Paris. A treaty has been concluded between Prussia and Hesse-Darmstadt. The new German Parliament is expected to meet in Berlin in two months. Several Reform meetings have been, and others are about to be, held in different parts of England. The King of Saxony it is believed will abdicate in favour of his son. Considerable damage has been inflicted in London and several parts of the country by a sudden and violent storm. A meeting has been held on Clerkenwell-green, at which Mr. Eyre was buried in a casket. A committee has been formed to collect subscriptions for a testimonial to Mr. Beales. A working men's industrial exhibition, representing Australia and the United Kingdom, has been opened in London. The Right Hon. Joseph Napier is to be made a baronet. The cattle plague has decreased in England.

OBITUARY.—The following names appear in the obituary for the fortnight ending Sept. 8.—In Her Majesty's Indian Army: Lieutenant-General A. F. Richmond, C. B., Bengal Infantry—Lieutenant Colonel John Braudon, retired list, Bengal army. Lieutenant Colonel M. G. White, retired list, Bengal army. Miscellaneous: Sir A. P. Gordon Chinnin—Mr. C. G. Martyn—Vice-Admiral Rich—Sir G. E. Poole—The Rev. F. J. Stainforth—Lord Northbrook—Count De La Feld—Lady Clerk—General Sir Charles Menzies—Commander Spalding Mitchell, R.N.—Rev. John Edgar, D.D.—Mr. Hindmarsh, Q.C.—Sir Emanuel F. Agee—The Rev. E. Woollough—Mr. Serjeant Manning.

CHINA AND JAPAN SHIPPING INTELLIGENCE.

LOADING.

At London.—For Yokohama: Havlock. For Nagasaki and Yokohama: Chrysotile. For Shanghai: Jubilee, Sir Harry Parkes, Taeping. For Hongkong and Canton: Her Majesty, Canadian, Ariel, Serica. At Liverpool—For Shanghai: Maiden Queen. For Yokohama: Constantia. For Mauritius: Penang, Singapore, Hongkong, and Shanghai: Achilles, steamer.

SHIPS SPOTTED.

Heroes of Alma, London to Japan, July 15, 11 N.; 27 W. Aegean, Sunderland to Shanghai, July 2, 14 N., 13 E. No. 6814 3rd d. p. from Shanghai, 55 days out, June 3, 27 S., 47 E. Eugene Adèle, China to Havana, on the line, 107 E. Sea King, Cardiff to Yokohama, Aug. 21, 47 N., 12 W. R. E. Forbes (ship), Macao to Havana, June 11, off Cape Good Hope, Lyon, Cardiff to Shanghai, May 6, 5 S., 30 W. Herald, Shields to Hongkong, June 7, lat. 33, lon. 24. Jas. Russell, London to Hongkong, Aug. 9, 14 N., 30 W. Aurora Australis, London to Shanghai, July 2, 5 S., 100 E. Mary Ellis Shields to Shanghai. Arthur, whaling barque, Flickering, Boston, from Bermuda for China Sea 69 days, all well, about July 4, off Trinidad Island. Esperanza, Cardiff to Shanghai, May 16. Andalene, Sunderland to Japan, May 17, 2 N., 23 W. Red Riding Hood, London to Hongkong, Aug. 8, 8 N., 24 W. St. Vincent de Paul (Fr. ship) Bordeaux to Saigon, July 7, 9 N., 28 W.

ARRIVALS.

July 30, Pride of the Ganges, from Canton at Demerara; Aug. 9, I. A. U. from Macao at Havana; 11, Flore, from Macao at Havana; 16, Donna Maria Pia, from Macao at Havana; 17, Louis, Canavero, from Macao at Havana; 17, Eastward Ho! from Canton at New York; 21, Tasso, from Nagasaki at New York; 23, Ethel, from Hongkong at London; 28, James Wishart, from China at Deal; Sept. 1, Taeping, Ariel, Seica, and Fiery Cross, from Flanders at London.

DEPARTURES.

Aug. 25, Shan Lee, for Hongkong & Canton from London; 27, Lan-lore, for Shanghai from Sunderland; 28, Nyphon, for Hongkong from Swansea; 31, Magellan, for Shanghai from Liverpool; Sept. 1, Martha, for Hongkong from Deal.

FREIGHTS.

Current Rates of Vessels on the Berth: —To Yokohama: 40s weight, 50s meat. To Nagasaki: 30s weight or meat. To Shanghai: 45s weight 40s to 48s 6d meat. To Hongkong: 40s weight or meat.

MISCELLANEOUS.

The second mate of the Agincourt, from Southampton to Hongkong, which founded on June 24, reports that the vessel was abandoned she was on fire.

Some interest has been excited by the arrival in the West India Docks of the Katinka, which is the second vessel built at Bangkok, Siam, which has come to this country. She is stated to be a fine specimen of native architecture. She was constructed entirely of teak by D. MacLean and Co., of Bangkok, Siam, and launched in November, 1864. Her length between perpendiculars is 107 feet, hold, 20 feet, depth of hold, 12 feet 6 inches; and tonnage 301 tons. She is brigriged, with half top.

The Bonny and Bengal Company's steamer Blina, which left Bombay for St. Lucia on the 22nd August last, with a cargo of 1747 bags Cotton, and 8 passengers, was run down on the night of the 11th ultimo, when 200 miles from St. Lucia by the steamer Nada belonging to the same Company, and sank about 3 minutes afterwards, Captain Sproule and nearly the whole of the crew were drowned.

The Shan Lee, which cleared from London Aug. 25, for Hongkong, put back to Gravesend on the 31st with wind damaged; she however, proceeded again on her voyage the following day.

Advices from Rio Janeiro, dated July 11, report H.M.S. Challenger as having landed on the 29th May, reached in the Downs in 99 days. The Ariel and Teping arrived together and seem to have sailed neck-and-neck all the way. The Serica, which sailed a day later, arrived only a few hours after the other two, but the Fiery Cross which won the race last year in 109 days, and this year left a day earlier than her sister-ships, only reached Gravesend on the 8th instant.

A new railroad-station has just been opened at the city 'Terminus' of the South Eastern railway, in Camom Street.

The autumn has brought its usual train of railway accidents, nearly everyone of the great lines has one to record. The last is a bad smash on the South Wales line of the great Western, in

320 on board; no deaths reported. The Portuguese ship Domna Maria Pia, with 338; 13 deaths. The French ship Carne with 588; 12 deaths. The Italian ship Luisa Canavero, with 671; 29 deaths. All from Macao for Havana. And the English barque Pride of the Ganges, from Whampoa for Demerara, with 311; 2 deaths; making a total of 2,255 coolies and 47 deaths. These vessels put into this port for water and provisions, which they obtained and sailed again.

The Achilles for China.—This vessel (which has arrived at Liverpool) is the property of Mr. Alfred Holt, and was built and engined on the Clyde. She is 1,550 tons register, and is intended to form one of the line of steamers trading between this port and the Mauritius, China, &c., which has been established by the above gentleman. The Achilles was taken into the Sandown Dock, where the work of fitting her out will be completed. Captain Russell, who is to be commander of her, brought her round from Greenock. The trial trip of the Achilles took place on the Clyde, and was in every respect a success. When she stopped to put about she was going eleven knots per hour.

MONETARY AND COMMERCIAL INTELLIGENCE.

London, September 10th, 1866.

At the weekly court of the Bank directors on the 6th instant, a further reduction of the rate of discount was resolved upon, and the official minimum now stands at 5 per cent. The announcement was anticipated, and created no surprise; The very infatuated weather, if it should unfortunately be prolonged, may, however, exercise an adverse influence upon the money market. Heavy rains have interfered with harvest operations. The Bank return for the week ending 4th September is favourable, though not so much so as might have been expected. The intelligence of the recovery of the Atlantic cable of 1865 occasioned great excitement and delight at the commencement of the week, and the shares in the allied companies interested in the underwriting have advanced considerably. A gradual improvement has taken place in most descriptions of Funds, but the highest prices are not maintained at the close. Consols which advanced to 89 $\frac{1}{2}$, being now 89 $\frac{1}{2}$, or 1 per cent. higher than on the 23rd ult. India 5 per cent. Stock 104 $\frac{1}{2}$,跌ed 5 per cent. 101. Silver continues with a decline for the East. Bay declined to 50 per oz, but with some demand for the Continent during the last day or two 60 $\frac{1}{2}$ has been obtained, and Mexican dollars have realized 89 $\frac{1}{2}$ per oz, being 14 higher.

Quotations of stock, in the underwritten corporations:—

	Shares	Name	Paid	Prices
20	Asiatic Bank new	£10	£ 5 to 7	shares.....
20	Ch. Bank, Ind. Aus.	all	17 to 19	and China.....
25	Ch. Merc. India	all	36 to 37 $\frac{1}{2}$	and China.....
100	Hindustan, China,	25	3 to 5	and Japan.....
25	Oriental Bank	all	45 to 46	110 to 9 to 10
10	China Steam & Co.	all	2 to 2 $\frac{1}{2}$	10 Hongkong Gas.....
50	P. & O. Steam Co. all	£65 to 68	Do.....	£40 9 to 11 to 50

The following paragraph appeared in the Times of the 3rd September:—A telegram from Calcutta has brought information to the Agra and Mastanpur's Bank that the power of the representatives under the Court of Chancery have been fully recognized there, and that everything connected with the liquidation is working smoothly. An agent of the liquidators had started for China to prevent, if possible, in the case of this bank a repetition of the injury inflicted on the Commercial Bank by the local courts having refused all protection to it.

The Silk Trade.—Messrs Durant & Co. report a buoyant market and fairly current business in silk. Comparatively scanty arrivals and continually diminishing estimates of probable export from China enable importers to realize full rates—indeed, the last two days an improvement of 6d. to 1s per lb. has been paid, thus reaching the very highest prices of November. The latest estimates by Telegraph intimate that the total quantity from China, excluding Canton and Japan, may not reach 30,000 bales—a sad prospect for consumers. The deliveries although less miserable than the last few months, are far from satisfactory. In Japan silk we have had no arrivals—the remnants of last year are not desirable, hence perhaps that in this silk we have yet reached the highest range. Bengal silk has shared fully in the general business, but scarcely in the improvement of prices; the deliveries of this silk are favorable.

From our LONDON Correspondent.

London, 10th September, 1866.

Until the beginning of the month, there was every chance of a good harvest, but the last two or three weeks have made a great difference. For the past fortnight rain, nothing but rain. Yorkshire has been inundated, to such a degree as to carry away one of two railway bridges. Even a particular shooting had to be delayed for a fortnight. Cornwall and the Midland Counties are in an equally damp state. Great fears are felt for the turnip and potato crops. The wet weather here is so far useful as to wash away a good deal of filth from the poorer districts, thereby diminishing the ravages of the cholera, of which 6,000 people have died yet.

The remarks of the continental papers generally on the business-like way Prussia went to war do not seem out of place, when Berlin advises us that the war contributions to be received amount to 62,500,000 Thalers. Each thaler is worth 3s. 1d. 500,000 of the Chassepot breech-loading rifles are said to have been already manufactured for the French army. Mr Chassepot, just named Chevalier de la Legion d'Honneur, has obtained a patent for his invention.

Captain Astley Cooper Key, of the Gunner ship at Portsmouth, has just been appointed "Acting Director General of Naval Ordinance" at the Admiralty, so as to do away with War Office interference in Naval armaments, thereby facilitating the equipments of our Fleet and Reserves, which by the First Lord's own admissions, are in a very backward state.

The Fenians are likely to be troublesome, and again every preparation has been made by the Home and Canadian Governments to repel their invasion, which is expected there about the middle of the present month. Two gunboats have been purchased locally for service on the lakes, the *Puisey Albert and Rescue*, both of which are officers and manned by H.M.S. *Aurora*. The Cunard Steamer Europa and Tarifa have been chartered to convey the 13th Hussars with their horses to Quebec, and the Allan steamer Moravian has just left Liverpool with detachments of the Royal Artillery, 2nd Battalion of 7th Foot, 2nd Battalion 23rd Foot, and 4th Battalion 60th Rifles, in charge of Captain Bennett, R.A. WESTMINSTER.

The tea-clippers which left Foo-chow-foo on the 29th May, reached in the Downs in 99 days. The Ariel and Teping arrived together and seem to have sailed neck-and-neck all the way. The Serica, which sailed a day later, arrived only a few hours after the other two, but the Fiery Cross which won the race last year in 109 days, and this year left a day earlier than her sister-ships, only reached Gravesend on the 8th instant.

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which five people lost their lives, and many of the wounded have to regret their fondness for cheap travelling, for it was an excursion. Mr Cook, whose fame I dare say has reached you as the great agent for cheap tours to everywhere for next to nothing, is likely to be outbid, for there is now a "Universal Tourist Company," offering more places to would-be travellers at less prices. Among the many new prospectuses published is one by Mr. Bontet, French Engineer, for building a railway and foot-bridge from Dover to Calais, 22 miles long at an expense of £18,000,000!

The Reform League now make a martyr of their president, Mr Edmond Beales, whom the Chief Justice has very properly refused to re-appoint as Vice-President Barrister of Middlesex (given instead to Mr Francis Henry Bacon) for the same reason, says Sir A' Cockburn that a Judge, on his elevation to the Bench, is expected to take no part whatever in Politics. The *Morning Star*, though very indignant, has not much to say on the subject, the Chief Justice being such a well-known liberal. So for some time past it is notorious that a negotiation has been on foot for securing to the young king the hand of one of the Russian archduchesses, and that the negotiation is only impeded by certain difficulties as to the guarantees of the kingdom of Greece.

We have details of the terrible explosion and fire which took place near Jersey, in the United States, on the 21st ult. A sailor on a ship laden with petroleum lighted his pipe, and immediately the ship caught fire and blew up. A canal boat close by was also set on fire, and the unfortunate inmates were seen rushing out in flames. Six persons perished miserably. But the disaster did not end there. The fire extended to the immense petroleum depot close to the Erie Railway, and after a terrific explosion the burning material scattered among the docks of Jersey city, where ships and railway wagons immovable lay crammed with barrels of oil. The damage is estimated at £400,000.

President Johnson's proclamation with reference to the blockade of Matamoras has been published in *extenso*, and affords an instructive comment on some of the proceedings in connection with the late war in the United States. The proclamation begins by stating that "war is existing in the Republic of Mexico," and that "the United States . . . are a neutral power." This is something like the conduct of which Mr. Seward has complained so often on the part of Great Britain—recognizing the bellicose character of rebels in a declaration of neutrality. If this was so wrong in our case, why should it be right in that of the United States? Again, after rehearsing the decree by which the blockade of Matamoras by the Imperial forces is declared, the President goes on to say that "declaring a belligerent blockade unsupported by competent military or naval force is in violation of the neutral rights of the United States as defined by the law of nations." The President consequently announces that the decree in question so far as it concerns the citizens of the United States is absolutely null and void, "and that any attempt which shall be made to enforce the same against the Government or citizens of the United States will be disallowed." The blockade of the ports of the Southern States during the war was notoriously ineffective, but though the Government of this country never declared it null and void, yet a charge is constantly brought against it of having violated its neutrality by the assistance which some merchants of this country were able to afford to the Southern Government. This proclamation appears, indeed, to have created a pleasant little dilemma for the ardent friends of the United States. Either the one hand Mr. Seward's letters are absurd and his complaints without reasonable foundation, or on the other the neutrality which the United States observe towards other nations in time of civil war is a very different sort of thing from the neutrality which that nation expects to be observed.

The Times gives a very interesting account of the raising of the Atlantic cable of 1865. It appears that ever since it parted, last year, an experienced electrician has always been incessantly watching the mirror at the end of the cable in Ireland, and from time to time tests were made which shewed the perfect insulation of the cable. Occasionally wild, incoherent words were recorded, the result of magnetic storms. But on last Sunday the watcher suddenly saw a peculiar indication which shewed him that a message was at hand, and in a few minutes words of warning—congratulation on the recovery of the cable were spelt out. This recovery has taken every one by surprise, no one more than the directors. The cable had been looked upon as so hopelessly lost that the underwriters had paid the full amount insured. The Great Eastern will now be entitled to a large amount of salvage money, and so it may be hoped that the long run of ill-luck which that vessel has had to endure has come to an end, and that her shareholders will at last get rich by her.

The Registrar-General's returns are very satisfactory, so far as regards London. The deaths from cholera and diarrhoea last week were fewer than during any of late, and were only 326 as compared with 1,407 five weeks ago. In Liverpool, unfortunately, there has been a great increase in mortality from these diseases, and although the population is but one-sixth of that of London, the deaths from them were 303, which would be equal to 1,800 in London, a higher figure by far than has yet been attained.

The mortality reached the enormous figure of sixty-four in 1,000, as compared with eighteen in Bristol and Birmingham, and twenty-four in London. This is the highest mortality attained in England for many years.

The full text of the Treaty of Peace between Prussia and Austria is published. It is dated Prague, August 23rd, and is signed by Baron Brenner and Werther. Its conditions have been already made known: The most humiliating conditions for Austria are that she has to submit to exclusion from the Germanic Confederation, and has to pay forty million Prussian thalers (26,000,000) less half that amount, for the surrender of her share in the Elbe Duchies; and other matters.

The evacuation of Austria ought to be concluded by about the middle of September. Certain questions about the constitution of Germany are left open for further negotiation.

A deputation, consisting of several members of the late Hanoverian Ministry, have presented an address to the King of Prussia, imploring him not to annex Hanover. They say that though the address contains 60,000 signatures, this is but a small number of what would have been inscribed if it had not been feared that King William's anger would be thereby incurred. In reply to a very touching appeal, King William said that he could not complain that the petitioners had shown attachment for their sovereign, but that nevertheless he was compelled to annex their country. When he came to the throne he declared that he desired only moral triumphs, but in his seventieth year he found himself forced into scenes of bloodshed and violence by the hostility of his pretended allies.

The Austrian, French, and English press had all been paid to write against Prussia, and at last, trusting in his own good cause, and in that army to whose development he had devoted his energies, he had been enabled to triumph over all obstacles; and in doing so the Hanoverian army had been

annihilated, and Hanover had necessarily ceased to exist as an independent State. The spokesman of the deputation replied that if the King's decision was irrevocable there remained nothing for loyal Hanoverians but to submit with hopeless resignation to the inevitable stroke of Providence.

It would really seem that the Turkish Empire is in imminent danger of dissolution. The Christian subjects of the Sultan are everywhere agitating for deliverance from Mussulman rule. The insurrection in Candia is but one symptom of the general feverishness. Epirus, Thessaly, Macedonia, and Thrace are bent upon joining themselves to the kingdom of Greece.

We have details of the terrible explosion and fire which took place near Jersey, in the United States, on the 21st ult. A sailor on a ship laden with petroleum lighted his pipe, and immediately the ship caught fire and blew up. A canal boat close by was also set on fire, and the unfortunate inmates were seen rushing out in flames. Six persons perished miserably.

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posed to stand sentinel over it, consequently called Lo Sing, and then follows, in order, Goose Philosopher's hill 真賢山, 獅子山, Elephant from the fancied resemblance, of these various objects. At sudden turn to the left we see the gorge, which bursts its beauty and grandeur (not without a moment's warning, of the ravine the hill is called 青龍, and on the right, The Chinese like to pair, maintain a fixed concomitance of objects. The above use of the original arrangement 右白虎, which assigns the east (or left) and the Tiger (or right); and then by another is to spring and autumn, the vegetable and mineral pro-arth. So it is always a happy to have the two uniting their influences for good—or rather blessings from these two mutual concunants or as coexisting steps brought us to a pavilion of hewn granite nearly tree sides, and most happily the point where the gorge a on bends abruptly to the the wadone was this place of gave ourselves up to admiring scenes around us. The purring stream as it hurried pools, now winding its way slowly through rocks, and again beds of clean-washed shingle of the opposite hill (only shrubs for the gods), the trees, and shade, most pleasingly moments of rest. Truly China far behind our the rest of the all. Had not boathmen wind" yesterday, and thus their connection (I do not say with the denizens of Central Negroes of the Zambezi, as the sailors of more favored—but what's that running up adjacent trees? A Squirrel, answer; and we all looked at an old acquaintance after a long separation, to be of the species Sciurus more commonly known in of the States, as the "pine this little fellow by his pre-possibly be assured, added largely it" feelings, which were in-then Chinaman, or at least non-enemy around us. If physical setter known we would be able, ricefield plains, and canals bird's eye views that are taken. The faces of the Tiger and Dragon—beautifully wooded—a feature in the case of the former, sistor first he has entered the monastery. Confirmatory the point near the Elephant we find perched up on a high rock proved to be a live priest shell in his hand. He was on prepared to round an alms, and awoke his drowsy confidants, "ringing-echoes" of the hills, if were observed in quest of him. Many of the trees are great age—not less than 232 the ground was donated by a Mr. L'eng Shun-ch'un and the Lotus Cloister built, which was afterwards the Hing Wan Tse, 麻雀寺, of auspicious clouds—as vari- were supposed to have been their appearance at any place propitious and indicative of to the surrounding regions.

No. 5.
In the pavilion, the path, following course of the torrent, divides into two: one on the left face of the hill by a steep staircase, the monasteries, and the other direct to the chief wonder of all the Water Abyss 飞水潭. Our steps were first directed, now cut through a projecting rock laid with stones irregularly arranged, was well in harmony surrounding works of nature. By round the point of a projection finally leads into a mat pavilion the cascade is at once in view at the distance of a few feet. The point is well chosen, the scene a perfect gem. The trees heavily wooded, presenting a short scramble down bushes and over the rocks. The foot of the upper cascade (there are two) is readily reached by the path, whilst that of the lower is a short scramble down bushes and over the rocks. The foot of the upper cascade being poured down on his shoulder, convenient height. To ascend of the higher cascade was impossible, as no path or way of ascent could be found. The inclination of the lower on 5° to 10°, with a perpendicularity feet; but measurements by only gave about thirty feet, one whose foot is horizontally in the view of the lower perhaps

200 feet, was estimated to be inclined about 20° and having a perpendicular height of ninety feet; so both taken together cannot give a perpendicular fall of less than 125 feet. The Chinese, however, will tell you that it is near 400 feet; but at the same time their peculiar system of measurement (whatever it may be) gives over 10,000 feet as the height of the hill, although it cannot possibly exceed 3,000. The rock at the foot of the cascade is slate interspersed with veins of quartz, the upper strata being sandstone, and both dipping about S 15° E at an angle of 19° with the horizon. Mr. M. succeeded in getting a fine stereoscopic view of the cascade, which doubtless will vividly recall the beauties of the gorge to all who have had the pleasure of paying it a visit, and, we trust, may induce others to make an excursion to a spot which will well repay all the trouble and expense that may be incurred. The Chinese have appreciated the soothing effects of nature's voice and the capture of her music as here displayed; for one man records in bold characters on the rocks "It cleanses the heart" 清心, and another incomitantly adds 琴韻 "The sound of the Lute."

Reluctantly leaving this enchanting spot, we ascended to the "auspicious clouds," which we found to be a very respectable monastery of medium size, having been lately rebuilt, as it was destroyed by the rebels in 1859. The various buildings rise partially one above the other in their succession up the hill—the highest floor being some 500 feet above the level of the river. The usual paraphernalia (and some of it very fine work) is found, including an over-life-size image of the first Abbot of the institution, who or rather which was enjoying (?) the fragrance of several fine bouquets of sweet smelling flowers at the time of our visit. There are the three precious Buddha and a dagoba erected over some relic of Gotama, into which apartment we did not enter, as a card suspended at the door requested all illustrious guests to put off their shoes before venturing within. The dining rooms, dormitories, cells and culinary department are such as we should naturally expect to find. About 200 priests are now connected with the monastery, exclusive of a number of novitiate boys, who are being trained up for future candidates for novitiate. Last but not least there is a vertical sun dial, erected on the balustrade in front of the main door, and in fact is about the only object worthy of regard in the whole institution. But hold! There is a man up at the window near the outer gate, who is gesticulating wildly during the short intervals between sundry nervous blows which he administers to a large bell, and is inviting us up. Having ascended the stairs we find him to be a Human brother and a regular sharper under a monk's cowl. He has gnarled canes to sell at fabulous prices and a medicinal herb 紫背天葵 of great efficacy, which is supposed to be worth all the money he can possibly extract from your purse. I could not help but think that if he should ever meet Gotama, he will receive but a sorry welcome. Buddhism either has made a great advance in China, or suffered a fearful retrogression.

Being desirous of paying a visit to the top of the cascade to ascertain if possible the character of the lake, from which, it is said to flow—and hence the name of the hill Ting U 顶湖—"Summit Lake,"—careful inquiry was made of the monks as to its existence and how it could be approached. They looked dubious and at first said that it was "inaccessible," and then, "three or four days' journey distant," "exceedingly difficult and dangerous to approach," and finally most feebly exhorted us to desist, as "wild and ferocious beasts were there and they really felt concerned for our safety." To all this we would not listen, and then one man at last told us to follow the path leading past the gate and ascending the hill. Following this road, we reached a height of over 200 feet above the monastery, and 500 above the foot of the cascade, coming eventually to the boundary of the forest on the north and to a point where the "flying water" torrent is formed by the junction of two smaller streams, one of which seemed to proceed from the summit of the main peak, yet several fms. distant; the other flowed down a ravine from the west, which appeared to separate the monastery well from its destination.

Having digressed so far, I may as well go a step farther, and yet not be very much out of the way, since our old Pilot seems to think that the appearance of the sky, coupled with the intense heat, bodies no good days being regular "weather breeders." Typhoons, the winds that blow from the four quarters, as the Chinese say, have a legendary origin. Many many years ago a native Hog Head Hill 猪头山 in San U 新會 District, there was a little boy of remarkable gifts, whose name was A-Tsung 象象. Like most boys, he was wont to play along the road" on his way to school. One morning he found a peculiar egg, which presented the appearance of having had one side blown out of it, more likely worn away by water. It is quite possible that there is a large pool at the head of either stream, as I have seen a creek, five times the size of their united volume, rise immediately from one spring with several large mouth around the sides, whence the never failing supply poured out. I refer to "Big Spring" near Newville, Cumberland valley, U. S. A. But in the present instance the interest is heightened by the fact that the reservoir must be not only of considerable extent, but of high location to cause this constant stream to flow throughout the year from the top of such a lofty elevation. I feel pretty well persuaded that a holiday could be pleasantly spent in travelling over this hill. Indeed a man might imagine himself making a kind of Alpine tour on a small scale in some precipitous places, and could have a glissade down some grassy slopes now and then by way of variety. The natives tell us of other cascades and other pools, one of which has been sounded with several hundred fathoms of rope and no bottom found. There is also, they say, a cave which extends to the marble rocks back of Shun Hing. With mingled feelings of gladness and regret, we turned our faces homeward, which we reached by 3 P.M. weary and sadly used up by the sun, which poured down his burning rays upon us without mercy, as we retraced our steps across the valley. Mr. W. especially had a hard time of it, taking into account his confinement in a dark tent, and the anxiety of looking after his necessary baggage, which generally needed to be labelled "stamp light" and "this side up with care."

No. 6.

Setting sail immediately we soon passed the Hau Lik 後灘 police and tax-gatherer's station, at the mouth of a small creek of the same name, and it was declared by the Shun Hing Gap 肇慶峽 more properly called Ling Yung Gap 羚羊峽 i.e. "Chamois Gap," since tradition asserts that some such animal was hereabouts transformed into stone. The river here is suddenly compressed to about one-third of its

average breadth, being inclosed on either side by a lofty range of hills, some of which rise to an elevation of about 2000 feet, and in a few places present sheer precipices of several hundred feet in height. The respectable width of the pass, however, and the general retreating slope of the hills, detract much from the impression that one would naturally expect from such a reduction in the expanse of the stream. This result is also heightened by the utter absence of trees, and the consequent baldness, that destroys the comparative effect of distance and the richness of light and shade. The length of the pass is usually reckoned to be six miles, and its course for the greater part is so nearly straight that at a point about one mile from its mouth it is probable that the view will be open either way. The range on the right hand extends to the river-side opposite the north river junction, and is sometimes called "Cross stone" Ridge from the hill or short crag range at its eastern extremity, although it is properly named.

"The Drowned Helve" Range 潛柯山 from the legendary account of a Taoist priest, who at one time went into these hills (and it must have been a long time ago, for there are no trees now) to cut down a Ng Tung tree 椴桐樹 (*Bleueocarpus Oviferum*) to get timber for a Lute, when he happened on a couple of Geish engaged in a game of Chess, and became so interested in the game that he forgot his errand until the helve of his axe had utterly decayed. What a game that must have been! and what a pity there is no record of it for the benefit of the Amateurs of the present. It is quite probable that an old axe-head was once found in these hills, and for want of a better account tradition gave it a history. The range on the left is called "High Gap" 高峽山, along which the tow-path is cut for the use of the boatmen in passing back and forth. The channel must be very deep as the current does not seem to be particularly accelerated; still in high-water it is said to be very strong, and at times renders the gap impassable for ascending boats. The wind appears to be more dreaded, as we noticed that at the appearance of a rain squall all the boats of every description immediately made fast to the shore with several lines, in addition to casting anchor. It is remarkable that the traditions connected with the gap are associated with storms. In addition to that of Inkstone Island, we are told of the loss and recovery of one of the Stone Lions, which are to be seen in front of the Tartar General's Yamen in Canton. Kang Ka-Man 耿繼茂 one of the conquerors of Canton, and whom we may call the first Tartar General, when he built his Yamen, was anxious to make as imposing an appearance as possible, and therefore ordered the lions to be made, giving the exact dimensions, the one to be the counterpart of the other, and the material Shing Ming marble, which is constantly repeated in the proverb 八心不足蛇吞象 "The unsatisfied and grasping man (is like) a snake swallowing an elephant."

Shortly after entering the Gap, the location of the to-the-Chinese, celebrated Mak 墓硯坑 Inkstone Quarry, is noticed in the first ravine on the right bank, and at what precise point cannot be seen. From all accounts it must be partially under water, at least, the entrance being some distance back in the gorge, and the direction or bearing being towards the river. It would also appear to be part of a natural cave, since the mouth is described as being quite narrow, with a stone a short distance in, so situated in the passage as to merit the title of 摩胸石 "Rub-breast" stone, and then as the fissure advances, rooms or grottoes are found on either side—in all to the number of five. The height, as a rule, is insufficient to admit of anything beyond a sitting posture, and the width, except in a few places, is quite narrow; it is also over 550 feet in depth. As near as I can understand the various statements, the farther or lower half of the cave is alone submerged, or at least has a flowing spring which would tend to all it up after the water had been removed and excluded from all the other chambers. In either case, whether from the whole or only from a part, before the mine can be wrought the water must be bailed out by a series of small dippers, passed from hand to hand along a line of metal to the mouth—a tedious and expensive process. The best quality of stone, which is described as possessing an exceedingly fine grit and almost as impervious to water as glass, is obtained from the two extreme chambers, called the "great west" and "small west" grottoes; and in these again it is divided into three grades, viz. the lower stratum or streak, which is whitish and least esteemed; the middle, of a purplish hue and best; and the upper which is rather lighter and of second rate. It is said that blocks of the extrafine are rarely found, and that the excavation pushed on until certain hollow hogbacked, called 潛江樓 which may have formerly been sound and comfortable; but their present condition indicates that the chief attention which they now receive, is from the tide currents of the flooded river. The high water mark rises to above the foundation of many of the houses, and must cause much inconvenience and loss to the inhabitants. Inside and outside of the walls, the style of which is rarely exceeded for the fine view of decay and rubbish which it presents. It is quite possible that the appearance was passable at one time, long antecedent to the present, when the underpinning of the houses were bright new poles, and the very few brick pillars were destitute of scum and filth, their average height being about 15 feet and certainly not exceeding twenty. From the mouths of the principal streets, stone steps lead down the wharf. 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Shipping Intelligence.

ARRIVALS.

Date	VESSEL AT	FLAG & RIG	TONS	CAPTAIN	FROM	DEPARTURE	CARGO	CONSIGNERS OR AGENTS
Oct. 18	H. Kong.	B. br.	320	Morgan	Yokohama	Oct. 10	Ballast	Order
19	Bernhard Carl	Pr. br.	441	Luders	Amoy	Oct. 17	Tea	Siemens and Co
21	Perle	Br. br.	257	Westermaier	Newchwang	Oct. 18	Ballast	Wm. Pustau and Co
23	Catherine	Br. br.	320	Duschner	Amoy	Oct. 17	Ballast	J. H. Kennedy and Co
25	Richard Cobden	Br. br.	165	Grothe	Amoy	Sept. 30	Mail	Melchers and Co
25	Orford	Br. br.	165	Grothe	Amoy	Sept. 30	Mail	P. and O. S. N. Co.
26	Lord of England	B. br.	1165	Jones	Shanghai	Oct. 19	General	D. Lepak and Co
24	Douglas	B. br.	615	Ashton	Fuchau, & Oct. 19	General	D. Lepak and Co	
24	Autocrat	Am. br.	153	Burwell	Boston	June 9	Ice	Ice Co.
24	New Granada	Am. br.	259	Hopper	Amoy	Oct. 21	Ballast	W. H. Williams and Co
24	C. P. Sing-Moon	B. br.	464	Hooper	Newchwang	Oct. 14	beans	Wharf Order
25	John	B. br.	270	Gardner	Formosa	Oct. 21	Ballast	Chinese
25	Willie	B. br.	270	Hobkirk	Melbourne	Aug. 22	General	Or. & Co.
24	Joshua Bates	B. br.	568	Synderup	Amoy	Oct. 19	General	Chinese
24	Hasty	B. br.	171	Lebeau	Singapore	Spt. 29	General	Order
24	M. Merchant	B. br.	560	Ward	Newchwang	Oct. 14	Beans	Bosman and Co
24	Hanover	B. br.	350	Perry	Newchwang	Oct. 14	Beans	Wm. Pustau and Co
22	Parmaatta	B. br.	331	Andrews	Newchwang	Aug. 20	General	Or. & Co.
20	T. Cornelissen	B. br.	600	Krewe	Cardiff	July 30	oals	Messages Imperiales
28	Anna Maria	B. br.	245	Jungsen	Amoy	Oct. 18	Ballast	Bourian, Hubener & Co.

PASSENGERS.

Per Conrade.—Mr. J. Brooks, and Mrs A. Brooks.
Per Bernhard Carl.—Mr. D. Severs.
Per Douglas.—Mr. and Mrs Jones, 2 children, Mr. H. Smith, 7 Europeans deck, and 50 Chinese.
Per Queen of England.—Mr. J. S. Symons, and 50 Chinese.
Per Autocrat.—Capt. Hepburn and Mr. Grafton.
Per Indian.—One European prisoner, and 10 Chinese.
Per Muscat Merchant.—Mr. Middleton.

DEPARTURES.

Date	VESSEL, FROM	FLAG & RIG	TONS	CAPTAIN	DESTINATION	CARGO	DESPATCHED BY
Oct. 18	H. Kong.	B. br.	331	Minerva	Manila	Sundries	Siemens and Co
18	Brema	B. br.	400	Winkenmeier	sin apore	"	Bourian, Hubener & Co
18	Gleam	B. br.	230	Cameron	Saigon	"	Adam Scott and Co
20	Scharnhorst	B. br.	427	Holman	Bavaria	"	John Compton
20	Yokohama	B. br.	329	Amoy	Amoy	"	W. Scherzer
20	Clan Alpine	B. br.	399	Conformis	Saxonia	Russell and Co	Jar., Matheson and Co
20	Nippon	B. br.	791	Amoy	Shanghai	"	P. and O. S. N. Co.
20	Vic. Campania	B. br.	1862	Jayne	Amoy	Chinese	Au. Union Board and Co
22	Savonaway	A. s.	1862	Belmont	Amoy	"	Wm. Pustau and Co
22	Pode	A. s.	416	Bordberg	Bavaria	"	Or. & Co.
23	Hyacinth	B. br.	324	McFarlane	Zebu	"	G. Livingston and Co
23	Shooey Leen	B. br.	492	Young	Amoy	"	John Stewart
24	Ottawa	B. br.	298	Castley	Singapore	"	P. and O. S. N. Co.
24	Alexander	B. br.	298	Dempsey	Singapore	"	Order
24	Dorothes	B. br.	434	Torhoff	Japan	"	Siemens and Co
25	Glorios	B. br.	200	Japan	Hangchow	Mats	Bourian, Hubener & Co
25	Aiden	B. br.	310	Andrews	East Coast	Sundries	P. and O. S. N. Co.
25	Yeso	B. br.	500	Cairns	"	"	"

Shipping in China Waters.

SHANGHAE.

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	CONSIGNERS OR AGENTS	DESTINATION	INTENDED DESPATCH
Sailing Vessels							
Alexander	H. Lampeter	B. br.	298	July 25	A. R. Tibby and Co	W. or chartie	
Antelope	Hale	Am. br.	1100	July 13	A. R. Tibby and Co	P. or chartie	
Andreas	Stoltz	B. br.	805	Aug. 31	Truttmann and Co	W. or chartie	
Aperude	Davidson	Pr. br.	325	Sept. 9	Wm. Reine and Co	W. or chartie	
Assyrian	Mearns	B. br.	315	Sept. 27	Wm. Reine and Co	W. or chartie	
Belle	Young	B. br.	292	Sept. 27	J. M. Carter	W. or chartie	
Bernhard Carl	Leibnitz	B. br.	110	Sept. 27	Wm. Pustau and Co	W. or chartie	
Bornn	Heckendorf	B. br.	110	Sept. 27	Wm. Pustau and Co	W. or chartie	
Calvius	Irvine	B. br.	1005	Sept. 27	Livington and Co	W. or chartie	
Camilla	Jeffrey	B. br.	504	Sept. 27	J. M. Carter	W. or chartie	
Charakter	Vowell	B. br.	396	Sept. 27	J. M. Carter	W. or chartie	
Charlotte	Pearson	B. br.	398	Sept. 27	J. M. Carter	W. or chartie	
Chesapeake	Thomson	B. br.	419	Sept. 27	J. M. Carter	W. or chartie	
Christina	Peppi	B. br.	664	Sept. 27	J. M. Carter	W. or chartie	
Civile	Von Holdt	Am. br.	300	Sept. 27	J. M. Carter	W. or chartie	
Cores	Kien	B. br.	410	Sept. 27	J. M. Carter	W. or chartie	
Coronadon	Stratton	B. br.	735	Sept. 27	J. M. Carter	W. or chartie	
Dania	Midgarde	S. p. br.	388	Sept. 27	J. M. Carter	W. or chartie	
Deu ilion	Turner	B. br.	388	Sept. 27	J. M. Carter	W. or chartie	
Duck	Leibnitz	B. br.	605	Sept. 27	J. M. Carter	W. or chartie	
Karl of Chester	Horn	B. br.	493	Sept. 27	J. M. Carter	W. or chartie	
Eastern Queen	Macmillan	B. br.	493	Sept. 27	J. M. Carter	W. or chartie	
Kuxue	Freya	B. br.	308	Sept. 27	J. M. Carter	W. or chartie	
Fyckow	Major	B. br.	460	Sept. 27	J. M. Carter	W. or chartie	
Golen State	Manners	B. br.	943	Sept. 27	J. M. Carter	W. or chartie	
Grenadier	Dalton	B. br.	943	Sept. 27	J. M. Carter	W. or chartie	
Gro	Deffka	Ex. br.	352	Sept. 27	J. M. Carter	W. or chartie	
Hapling	Stenzl	S. b. br.	312	Sept. 27	J. M. Carter	W. or chartie	
Heng Hoi	Peterm-	S. b. br.	352	Sept. 27	J. M. Carter	W. or chartie	
J. H. Jensen	Calvert	S. b. br.	125	Sept. 27	J. M. Carter	W. or chartie	
John Isham	Wood	S. b. br.	170	Sept. 27	J. M. Carter	W. or chartie	
John Liddell	Pollon	S. b. br.	770	Sept. 27	J. M. Carter	W. or chartie	
Jupiter	W. on	S. b. br.	300	Sept. 27	J. M. Carter	W. or chartie	
Kortenmuir	W. on	S. b. br.	353	Sept. 27	J. M. Carter	W. or chartie	
Royal Diadem	Phinas	B. br.	147	Sept. 27	J. M. Carter	W. or chartie	
Padang Pandjang	Padang	B. br.	122	Sept. 27	J. M. Carter	W. or chartie	
Queen of the East	Standard	Am. br.	358	Sept. 27	J. M. Carter	W. or chartie	
Red Deer	Amoy	B. br.	691	Sept. 27	J. M. Carter	W. or chartie	
Royal Eagle	Amoy	B. br.	705	Sept. 27	J. M. Carter	W. or chartie	
Sea Witch	Hunch	B. br.	376	Sept. 27	J. M. Carter	W. or chartie	
Simoda	Drydale	B. br.	305	Sept. 27	J. M. Carter	W. or chartie	
St. W. F. Williams	Amoy	B. br.	561	Sept. 27	J. M. Carter	W. or chartie	
St. George	Watson	B. br.	602	Sept. 27	J. M. Carter	W. or chartie	
Summer Cloud	Ullin	B. br.	297	Sept. 27	J. M. Carter	W. or chartie	
Syrin	Boysen	B. br.	82	Sept. 27	J. M. Carter	W. or chartie	
Tai Lee	Amoy	B. br.	342	Sept. 27	J. M. Carter	W. or chartie	
Tb mas Bell	Gurzelin	B. br.	383	Sept. 27	J. M. Carter	W. or chartie	
Tyrolia	Stephens	B. br.	383	Sept. 27	J. M. Carter	W. or chartie	
Wild Dayrell	Darke	B. br.	105	Sept. 27	J. M. Carter	W. or chartie	

MACAO.

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	CONSIGNERS OR AGENTS	DESTINATION	INTENDED DESPATCH

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